

2010-2016 Hyundai Genesis Coupe  
Occupant Classification System Chronology – §573.6(c)(6)

November, 2015

Hyundai began to research Technical Assistance Line contacts related to SRS warning lamp illumination resulting from an Occupant Classification System communications diagnostic code. The incident vehicles were repaired by reconnecting the OCS connector under the front passenger seat (no service parts were utilized for these repairs).

December, 2015 – early April, 2016

The root cause of the disconnected OCS connector was not understood, and field staff were requested to monitor the field for incident vehicles at dealers which had not been disturbed or repaired.

April, 2016

Two incident vehicles undergoing repair at dealerships were identified. In both vehicles, the OCS connector under the seat was disconnected and the dealer observed debris (perfume bottle in one case, sunglasses case in the other) under the seat.

May, 2016

Hyundai Motor America collected updated field data and submitted a Quality Information Report to Hyundai Motor Company (HMC)

June, 2016 – Mid September, 2016

HMC studied field data including OCS connector dimensions, locking mechanism, location, and potential root cause(s) for disconnection. The SRS supplier confirmed that the default OCS operation with connector disconnected is the first stage front passenger airbag deployment. Additional field cases were identified and studied; information forwarded to HMC.

September 29, 2016

Based on its analysis, Hyundai decided to conduct a recall for the affected vehicles.